

SPECIAL ARTICLE.

THE GREATEST QUEEN
IN THE WORLD.

BY MARIE CORELLI.

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"Show me then whether there be more to come than is past, or more past than is to come!"

Such was the prayer of the prophet Esaias in Babylon, to the Angel who was sent from Heaven to instruct him. We, in our generation, may ask the same question to-day, and proffer the same entreaty to the Recording Angel of the world's history—that invisible angel who stands for ever among us, mute but strictly observant. "Show us whether there be more to come than is past—or more past than is to come." For it is difficult to grasp the idea of any more perfect monarch's reign than that of our beloved Queen and Empress—it is well-nigh impossible to imagine a more magnificent Empire than our own, over which this modest, purest and best of women holds her dominion. All the great kingdoms of ancient days fade into insignificance beside the grandeur, the progress, the steadfast pulsing for truth, justice and freedom, which pre-eminently distinguish the British rule—and the power, the brute force, the barbaric ostentation of conquest and egoism of the Roman Caesars vanish like a mist of the marshes when confronted and compared with the one clear light of unselfish goodness in the heart of our "Mother of Nations"—the simple woman who, by pure love and faith, has done more than countless legions of fighting men could ever do for the glory of the country, and has fulfilled a far higher destiny and won a far greater fame than any conqueror who ever ruled by fear. Victoria, whose name is Victory, is and will be for all time unique as the monarch always victorious. She knows nothing of defeat, Victoria is her's by sea and land—victories, not only over territories and peoples, but over barbarous systems of slavery, superstition and prejudice—victories of enlightenment and civilization—victories in science, in discovery, in learning, in education and national advancement—these cluster round her throne and adorn it more brilliantly than the most precious jewels can adorn her Imperial crown. And yet, what has she done? In the eyes of those who admire a sovereign in a sovereign and pompous assertion of power—nothing! Her influence is of that deep and gentle and convincing nature which is felt more than seen, and it extends not only through her own "Happy Isles," but away out to the younger children of her love—those far-off and faithful colonies, springing up in their youthful and splendid vigour to take active part in the grand work of supporting and maintaining, at their highest culmination, the dignity and honour of Great Britain. It is an influence which appeals to the best instincts of all men and all women—the home influence—the mother love. In all our annals we can find no king or queen of England who has been so much and so truly the head of the national home as Queen Victoria. Schemes of personal ambition, self-aggrandisement, treachery, and libertinage, together with callous indifference to the country's welfare, have often debased and darkened the reigns of many of our monarchs, and there is not one to whom we can point with such pride such love and such filial tenderness as the venerable and august Sovereign whom we cherish to-day with a devotion beyond all words, a loyalty exceeding all expression. She is truly the greatest Queen in the world. There has never been one like her, and it is not probable that there ever will be one like her again. "Show me whether there be more to come than is past, or more past than is to come!"

It is a curious fact, but a true one, that there are very few civilised countries where "woman's work" is made such a butt for men's contemptuous ridicule as in England. Yet England is the core and centre of that vast British world of freedom and progress which is dominated by a woman! Strange paradox! The Englishman is over-quick to sneer at woman's advancement in art, in literature, in scholarship, and general intellectual ability, and affects to despise what he cannot ignore; yet, all the while 'tis a woman that rules him, and to a woman alone he is compelled to lend the knee! Off goes his hat at sight of "The Queen"—cheerful break from his throat at the proclaimed words—"The Queen!"—both "knights and carls, and knaves and churls" bow their heads to "the Queen!"—and great nations not allied to us by love or kinship, are moved by a sense of compunction even in the midst of their most frenzied attacks of Anglophobia by a message or a visit from "the Queen!" And with all people and in all countries there seems to be only one Queen to whom the article "The" can be applied without further explanation. Other Queens are qualified in their estate by the descriptive pronoun "of"—as, for example, Queen of Italy, Queen of Roumania, Queen of Greece, Empress of Russia; but when "The Queen" is said everyone means England's Victoria. Of all queens the greatest, she is of all women the simplest, and herein gives matchless examples to her sex. Above the splendour of her position and enthronement, she is pre-eminently woman in the sweetest and most womanly sense of the word—one who is gifted with quick fine sympathies, and who has the supreme and exquisite tact which is, or should be, inherent in every true and unselfish feminine nature, combined with perfect self-command, flawless purity, and a strong personal potency for good, which can only be compared to the sunlight—warming and generating the beauty of the earth without more announcement than is in the act of shining. Placed on the highest summit of this world's eminence, the gracious lady who claims our love and loyalty, is beyond all things, true to herself, and to her natural endowment of the fairest

virtues of her sex; for as chaste wife, faithful widow, and loving mother, she has no rival. Throned and crowned and sceptred "in the fierce light" of the whole world's constant observation, she yet remains as unaffected and sincere of soul as the most unsophisticated of her subjects, and is in very truth one with them in the ordinary round of their daily existence. Are we bereaved of our best beloved? So is the Queen. Have we lost friends or children? So has the Queen. Have we suffered from evil-speaking and mis-judgment? So has the Queen. And in our joys—is she not equally one with us there? Do we love a simple home life, surrounded by those who are dearest to us, and removed altogether from vulgar show and ostentation? So does the Queen. Do we find rest and pleasure in the natural beauty of the world, the perfume and colour of flowers, the songs of birds, the still grandeur of the mountains and the cool leafage of the woods? So does the Queen. Do we understand the winsome ways of little children, and take delight in making them happy? So does the Queen. Do we interest ourselves in the hopes of young people, and in the bridal happiness of lovers newly wedded? So does the Queen. In all such quiet, natural and innocent pleasures, the Queen is one with us—it is only in social vice and folly that she takes her part. Even in the humble homes of the poor and aged, and to the bedside of the sick and dying, we cannot go without feeling that the sympathy of the Queen accompanies us. In everything we do to relieve suffering and to create content.

Perhaps there was never a time more convincingly marked by the Queen's mother-love for her people than now, while the war in South Africa is still claiming the lives of many young England can ill afford the loss. Her grief for the brave fellows who have fallen—her sympathy and care for the bereaved ones left to face their desolate lives alone—her interest in every detail of the campaign—her anxiety for every scrap of news from the front—her simple, womanly regret for the whole deadly quarrel—all this shows as plainly what a true and tender friend we have in our beloved monarch. And when we remember her great age, which she bears so cheerily and courageously, giving herself up without hesitation to whatever duties of state call her forth into public evidence, our reverence is mingled with wonder and admiration that she can and will do so much to endure herself still more to our hearts. Our soldiers might all be the sons of her blood, from the tenderness she expresses concerning them. They are "My poor soldiers!" with her—they are not mere food for powder and shot as they have often been considered by former sovereigns of the land. "My poor soldiers!" Their wounds, their losses, their pains, their troubles, are hers too; she feels them with an acute sympathy, and her kind heart aches for Tommy's weariness, fever, excitement, and general irritation when he is "sent home inviolated" and comes to go out again. There is in her gentle, noble nature none of the coarse indifference to his fate suggested in the following verses:—

"What did you get to eat and drink,
Johnnie, Johnnie?
Standing water as thick as ink,
Johnnie, my Johnnie, ah!
A bit o' loaf that more than three year stored,
A bit o' mutton as tough as a board,
And a fowl we killed with a sergeant's sword,
When the widow give the party."

"What did you do for knives and forks,
Johnnie, Johnnie?
We carries on with as wherever we walks,
Johnnie, my Johnnie, ah!
And some was sliced and some was halved,
And some was cringed and some was carved,
And some was gutted and some was starved,
When the widow give the party."

This is scarcely the right spirit to foster between the Sovereign and her fighting men. When our warriors of old time shaped England's greatness, and laid down the lines of glory and honour for future generations to follow, they did not count up personal troubles or hardships—they never complained of long marches or scant fare—nor let it be well remembered—have they ever complained at all of any of their sufferings, not now, or at any time. They have never "beggared" the nation's charity—not now, or at any time. Two or three newspapers in want of "copy" may complain and beg for them—but they themselves have nothing to say but "one thing—Duty." They have never called themselves "beggars." If they once began to take this low estimate of their profession, the prestige of the army would soon be at an end. If they started grumbling at "barbarous wars" or at their nations "when the widow gives the party," there would soon be seething rebellion, where there is now loyalty, devotion, and heroic indifference to merely physical inconvenience. But they know them, and their calling too well to do this. They know, each and every man of them, that there is no one who feels greater sympathy for them than the Queen they serve; and that when she thanks her brave men for brave deeds bravely done, her gratitude comes from the heart, and not from the lips alone. Her recent visits to the hospitals where her wounded soldiers lie have borne ample evidence to this. Her instincts are all those of sympathy, gentleness and love.

Whenever the Queen acts upon her own initiative, something good, something generous, something graceful, is the result. How much we may have to regret from outward interference with her inward wishes we shall perhaps never know, but this is very certain—that if her gracious Majesty had been able to do as her own feelings dictated, she would have gone to Ireland long ago. She would, without doubt, have visited it as often as she visited the French Riviera, and we may be quite sure that the Irish people would never have returned her kindness by insult as the French have done. For though we do not consider the low boulevard press as representing the voice of France, we should like to see a more general rising of warm protest among the French at the offence

perpetrated by one, or a few, of their countrymen against the Queen whose noble reputation, as well as whose revered age, should ensure her safety from this kind of coarse indignity. France has been famous in past annals for courage, chivalry, and honour to women—it is a pity she should allow these qualities to appear even for a time mythical or obsolete. There is no wit in sneering at the Queen; and it is only the lowest son-of-a-bitch of the streets that would fling a stone at a woman. We hope, for the credit of our distinguished neighbour across Channel, that such unworthy attempts to attract notice may be put a stop to—but even if the scavengers of the French press continue to print their miserable scurrilities, it can only move such a nation as ours to wonder and compassion to think that France, beautiful, proud, artistic, glorious, admired France can sink so low.

One wonders, glancing back through the history of the triumphant reign of our great and good Sovereign, how things might have been if the Queen Consort had lived! If the Queen, instead of being driven by deep grief and heart-break, to retire into more or less privacy, had continually appeared at the head and front of society, taken enthusiastic part in all its different state of things to which exists at present. We dare surmise that the "professional beauty" would be unknown. We venture to think divorce would not be so common. And it is just possible that some of the aristocracy would be leading very different lives, and that so many of them would not be seen at Monte Carlo season after season, gambling away their reputations and virtues together. The Queen's steadfast, beautiful example of life would have been more faithfully followed by the majority than it is, and the entire into the Upper Ten would not have been given to the newest American or South African millionaire. To be presented at Court would have been really a distinctive sign of honour and high standing, not a mere form of social custom and usage in which fainting Vice rubs shoulders with modest Virtue. The atrocious vulgarity, slang, loud open licentiousness of the so-called "smart set" would never have disgraced our English breeding—in fact, it is extremely doubtful whether this "smart set" would have existed at all; or, if it had existed, it would not have been termed "smart," but rather the contrary. Even as matters stand we all know that it is merely by the merest "dicks," or through the most cautiously contrived scheming, that every one of these same "smart" people reaches the Sovereign's actual presence at Windsor or at Osborne. It is by the merest accident, and that accident seldom occurs a second time. The personal friends of the Queen are men and women of upright and honourable life, and there is a very strong visible line of demarcation between her Majesty's guests and what is called "society." In London this line of demarcation is not so quickly and generally observable as it is in the provinces. London is a seething whirlpool of incessant excitement, incessant "rush," incessant competition; and perhaps one of the fiercest struggles going on in it to-day is the fight between honour and disgrace—whether to live well or live ill—whether to sell the soul to Mammon or keep it clean for God; and behind the great houses that "receive" the Playmen and Aspinalls of the stage, and those who pay servile worship to the speculator, there is very little to choose. "This is an age of democracy," said a lady of birth and position the other day. "I should have to receive my butcher as a gentleman if he made a 'boom' in South Africa." Such a statement as this requires no comment; but it is no doubt quite true. We demur, however, at the expression "have to receive." There is no compulsion. We do not "have to receive" any one against our own wish and will—and the line of demarcation before mentioned comes in much more forcibly with the country people than with those of the town. Of course there is that additive person "the country snob" who receives nobody but the wealthy. He or she is not by any means a gentleman or a lady. But the true country gentleman—the true country lady, is generally of very pleasing specimens of what a gentleman or a lady should be. Hospitable, kind-hearted, fond of home, helping their neighbours and taking interest in everything immediately about them, they give themselves no vulgar "airs," and are wonderfully uneducated in slang vocabulary. Yet they call a spade a spade, and if a Duke misbehaves himself he is not considered a gentleman; if a Duchess is "rapid" she is distinctly given the cold shoulder. The line of demarcation is gently but firmly drawn. And so it chances that in retired parts of the country one often comes across women, both young and old, who are like what the women must have been in the early days of our good Queen's reign—simple, unaffected, sincere—kindly, venerable, dignified, with white hair and honourable wrinkles, who are not ashamed of their age—young girls in the freshness of girlhood who are pleased with the simplest trifles, and are not engaged from morning to night in man-hunting. These are such girls and women as our Queen loves; they are the upholders of her favourite virtues—modesty, gentleness, unselfishness, truth, and love. And to many of the more thoughtful among her Majesty's subjects the timely death of the Prince Consort is the only cloud upon the brightness of her glorious reign—not only because of the deep and irremediable grief it caused to the Queen, whom we all love and loyally obey, but also because it has deprived the social world of that closer influence and more constant guidance which from her would have been of more inestimable advantage not only to us but to all nations. However, despite the sorrows which have separated her in certain ways from the world of fashion and amusement, she remains the guiding light of every true thing in society—the model of women—the truest and grandest crowned figure in our history.

How warmly and heartily the Irish people appreciate the firm courage and womanly grace of her Majesty's visit to the "dishevelled" country need not here be emphasised. Those who are inclined to indulge in ranting thoughts of the past, and to dwell on old injuries and bitter-nesses, should try to feel and to realise that it is not their gentle and gracious Queen who has of her own will and wish appeared to neglect them. It should be remembered that she is a Constitutional Sovereign, and must generally do as her Ministers bid. Never has such an opportunity occurred for her boldly to take her own initiative as now, when the dauntless, high-spirited sons of Erin have fought and died for her cause. With that fine perception and instinctive tact inherent in her nature, the Queen has recognised that now or never must her children of the Emerald Isle learn that the mother love of her heart is as warm for them as it is for all her glorious household of nations, and that the loss of her Irish sons who have been stricken down in battle for her honour has caused her as much grief and as many tears as even they, in their passionate exigency of need and clamour for love, could demand. Great was the joy and pride of England on this last St. Patrick's Day, when the bright green flag emblazoned with the Harp of Erin floated beside the Royal standard from many a window in many a city and town—and willingly and with light hearts did we all our best to obey our Queen-Mother's command, and wear the bright little shamrock on our breasts as a sign of affection, not only for our Sovereign but for our sister island, lovely Ireland, with its purple hills, deep green valleys, lakes and streams, has been for a long time like the "ugly duckling" of the fairy tales, but we must not forget that that much tormented bird, whom none of its brothers and sisters could understand on account of its "strange ways," turned out to be the fairest of the brood after all, and developed into the graceful beauty of the swan. With tenderness, with care, with affection where has been mistrust, with fraternity where there has been dispute, Erin will realise this transfiguration in herself, and mark the days on which her great Queen-Mother came to rest under her protection, as a golden time in her calendar. No brighter daughter of the home does Victoria possess than Erin—her face is one of the sweetest—her heart one of the staunchest. Poetry, romance, beauty, distinguish her; and when she sends her warriors out to fight there are few that can match them or resist them. Little need be said for the Irish women, whose standard for upright living and elasticity is the highest in the world, or for the sword-wielding Irish girls with their bright eyes and dark tangles of hair, and lovely, laughing, animated faces. The Queen, in her good heart, cannot but rejoice to know of such fresh youth and beauty and unspoiled innocence, flourishing as the flowers flourish in this mossy dell-like corner of her Empire. The gallant Irish heroes who have fallen in the fight have not pushed in vain, if their memory brings the Queen closer to Irish hearts, and makes her one of them.

With the spring that is now breaking in upon us, we may hope that peace will come like the dove of the ark, flying across the troubled waters and bringing good news of rest. For the Queen's sake we pray that this may be; and that the clouds which have darkened our skies so threateningly may disperse in clear sunshine. We want all nations to understand that we desire brotherhood rather than enmity—love instead of hatred. We have been blessed abundantly with good things—and it will be impossible for future history to chronicle a more glorious era of advancement in good works and good feeling than that of Victoria, Queen and Empress. A universal charity has prevailed throughout the realm—poor have the poor had as much done for them—now have the sick been so carefully housed and tended, never has anyone with brain and skill and determination had better chances of fortune than now. And despite this fact previously alluded to, that there is no civilised country where woman's work meets with so much flippant ridicule from the casual man as in our own, the intellectual progress of woman under a woman's government has been steady and sure and triumphant. This fact alone is a distinctive mark of our Queen's great epoch. Woman is no longer forced to be a slave or a toy, depending upon the fancy or caprice of man, who, as her master, might of his own will elect either to defend or despise her as suited his own convenience. A thousand channels are open to her to earn an independent living, and day by day her value and usefulness as a worker rises higher in public estimation. This may or may not be due to the Queen's influence, or the consciousness that we all have, that our Sovereign, though the ruler of the most magnificent empire in existence, is still—only a woman! Whatever may be the cause the fact is there; and the intellectual capacity of women-workers in Great Britain is bound to reach a very high level, because so thorough-going and earnest, and not of the brilliant surface nature which makes our American sisters sparkle in their apparently clever conversation like pretty fireflies without depth. Everything has advanced and made for the better in Victoria's reign, and only one section of society persistently harks back to the worse morals and manners of Charles the Second's period. That, however, is a small section, and by the natural course of events, as also by the law of vice serving its own end of destruction, is gradually beginning to destroy itself. And when history writes the record of Victoria's long and brilliant reign; the small blots on society's escutcheon will vanish as though they had never been, and the persons who have made those blots will be "passed over" as unimportant items of ill-assorted fare in a full feast of plenty. And the glorious names and fame of this one Queen in England's history, who is truly the mother of her people, will shine like the sun in a cloudless sky. "Show me whether there be more to come than is past!" There cannot be more—there must be less. There must be "more past than is to come" in the

history of our Empire. We can scarcely expect to continue a march of such Imperial triumph for ever. It is well, therefore, that we should be humble as well as grateful, and at this time of day, devoutly prayerful. Let us entreat the Ordainer of all events for the Queen, that she may be spared to us even beyond the extreme limits of ordinary human life, seeing that we need her so much more than most kingdoms need their Sovereigns. There is no one so good as she is—so simple, so kind, so thoughtful of us all. Her little hand holds this great Empire in the gentle grasp of loving kindness. She is the bond of union between the Old World and the New. Her spirit is with her brave soldiers on the field of battle, and whenever she can, she takes her welcome presence to them when they are brought home wounded and disabled. She evinces a constant, active interest in the work of foreign peoples despite foreign insult—she sends her greeting to the sons and daughters of her loyal Colonies with all the tenderness she truly feels—out to her dusky children of India and Afghanistan her benediction goes—and wherever her name is spoken it is received with veneration and homage. Unique in goodness, unique in power, unique in history, she is, by her great age and continued vigour, the crowning splendour of her splendid reign. No one like her has been the founder of new civilizations, the engenderer of great changes for good which have spread into wide and increasing anarchy—no one like her has been beloved woman, wife and mother, as well as monarch of an Empire and friend of all—no one in her position has ever won so much love and so little enmity. She has experienced all the changes of our changing life; she has known joy and sorrow with us all; and as we note each fresh grace she does for us, how unwearingly and patiently she performs all duties which she thinks may give us pleasure, how she never forgets to do a kindness when she can (for when kindnesses are forgotten it is not she who forgets, but those whose place it is to remember)—how in spite of formal surroundings and court officialism she does somehow manage to get her own loving way sometimes, and make herself more familiarly known to us as now, when she gives a full measure of joy to Ireland—can we say too much of her, or think too much of her, or pray too much for her? "God save the Queen" is no mere formula: it is something more than the refrain of a national song. It is the prayer of a mighty people, a people of various climes and colours and creeds, all differing in opinion, but all banded together in one great family of union and defence under the one mother whose love has never failed us and never will, our own Victoria, the greatest Queen in the world!

BUSINESS NOTICES.

NOTICE OF REMOVAL.

THE OFFICES OF THE
HONGKONG DAILY PRESS,
CHUNG NGOI SAN PO
CHRONICLE & DIRECTORY,
have this day been removed to
5, PRAYA CENTRAL.
Entrances East Lane, recently Messrs.
Ward & Co.'s Office, behind Messrs. Shawan
Tomes & Co.'s premises.
Hongkong, 1st May, 1900.

NOTICE OF REMOVAL.

THE HONGKONG TIMBER YARD
(established in 1852), has this day been
removed from No. 65, Praya East, Marine
Lot 102, to Island Lot 1, 505, BOWTIN
CANAL, near the Leighton Hill Road Bridge,
and opposite the Lee Sun Sing Roadway.
L. MAILLOREY.
Hongkong, 1st May 1900.

NOTICE OF REMOVAL.

I HAVE This Day REMOVED my Re-
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L. MAILLOREY.
Hongkong, 18th May, 1900.

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QUEEN'S ROAD CENTRAL, or vicinity, with 4
to 6 Rooms, for a Dwelling.
Care of Hongkong Daily Press.
Hongkong, 18th May, 1900.

WANTED, by a Gentleman, a COMFOR-
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without board, within easy distance of Clock
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T.H.
Care of Office of Daily Press.
Hongkong, 23rd May, 1900.

MITSUI BUSSAN KAISHA
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Branch Office—LONDON, NEW YORK, BOM-
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Tokio Cotton Spinning Mills,
Mitsui Cotton Spinning Mills,
Onoda Cement Company,
Imperial Government Paper Mills,
MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.
Hongkong, 19th August, 1899.

BUSINESS NOTICES

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or Army Medical Powder and the Tit Ta San
or Falling and Bruising Medical Powder com-
posed of Musk, Barva, Camphor, Rhubarb, two
kinds of gum, with red oxide of mercury and
yellow sulphide of arsenic, animal and vegetable
chamomile, which are known in western pharmacy.
Besides this it contains gold leaf, tigers and
dragons bones, shavings of antelope and rhinoceros
horns, which I have shown him that chemical
science proves to be inert, he proposes to omit
from the medicine prepared for foreign use.
This medicine is to be chiefly used as a stu-
pentiary, as is put up in small metal bottles by
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The small amount of oxide of mercury and
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in this way.

(Signed) J. G. KERR,
Canton Hospital.

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abdomen or wherever the pain or soreness is
located. It must be rubbed on for 5 minutes. For
toothache put a little in the tooth on cotton
and rub on the gums. The oil has beneficial
effects in headache, fainting, colds, sore throat,
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blyopia of the limbs, pain in the back, cramp,
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of the objectionable substances which enter
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(Signed) Doctor J. G. KERR,
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BANGKOK AND RANGOON.

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TLINGS, PLANKS, TONGUES, and GROUNDED
BOARDS, FOR FLOORING, CEILING, WALLING,
etc. TEAK SHINGLES FOR ROOFING.
PINE AND RAILWAY SLEEPERS for all
GAUGES.
Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
Hongkong, 3rd May, 1899.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via PORT OF CALL	COROMANDEL	Brit. str.	---	E. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 26th inst. at Noon.
LONDON via SUZUKI CANAL	PATROCLOS	Brit. str.	---	Dickens	BUTTERFIELD & SWIRE	On 26th inst.
LONDON via SUZUKI CANAL	AGAMEMNON	Brit. str.	---	Miel	BUTTERFIELD & SWIRE	On 12th June.
LONDON via SUZUKI CANAL	ANTENOR	Brit. str.	---	M. H. F. Jackson	BUTTERFIELD & SWIRE	On 26th June.
LONDON	EPHRAIM	Brit. str.	---	G. K. Wright, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON	EPHRAIM	Brit. str.	---	Kroble	GIBB, LIVINGSTON & CO.	On 9th June.
LIVERPOOL DIRECT via SUZUKI CANAL	IPOMENEUS	Brit. str.	---	Riley	BUTTERFIELD & SWIRE	To-day.
BREMEN via PORT OF CALL	HAMBURG	Ger. str.	---	P. Lunesschloss	MELCHERS & CO.	On 30th inst. at Noon.
MARSEILLES &c. via PORT OF CALL	SALAZAR	Fren. str.	---	Negro	MELCHERS & CO.	On 4th June, at 1 p.m.
MARSEILLES, HAVRE & COPENHAGEN via H'KONG	MALAYA MARU	Dan. str.	---	P. L. Sommer	NIPPON YUSEN KAISHA	On 1st June, at Daylight.
MARSEILLES &c. via STRAITS, &c.	SARMA	Ger. str.	---	Fuchs	CARLOWITZ & CO.	On 6th June.
HAVRE & HAMBURG	SARMA	Ger. str.	---	Schmidt	CARLOWITZ & CO.	On or about 23rd June.
HAVRE & HAMBURG	FRIBURG	Ger. str.	---	Proesch	CARLOWITZ & CO.	On or about 6th July.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	---	Hempel	CARLOWITZ & CO.	On or about 17th July.
NEW YORK via SUZUKI CANAL	THUNDERBOLT	Brit. str.	---	Ostermann	CARLOWITZ & CO.	On or about 10th June.
NEW YORK via SUZUKI CANAL	ARMENIA	Ger. str.	---	A. Jackson	DODWELL & CO. LIMITED	On 2nd June.
VICTORIA, B.C. & TACOMA	GOODWIN	Brit. str.	---	E. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 6th June.
YANCOUVER via SHANGHAI &c.	ARMENIA	Brit. str.	---	W. S. Thomson	DODWELL & CO. LIMITED	On 30th June.
PORTLAND, OREGON	CITY OF RIO DE JANEIRO	Brit. str.	---	---	PACIFIC MAIL S. S. CO.	On 14th June, at Noon.
SAN FRANCISCO via SHANGHAI &c.	CORINTH	Brit. str.	---	---	DODWELL & CO. LIMITED	On 19th June, at Noon.
SAN FRANCISCO via SHANGHAI &c.	NIPPON MARU	Jap. str.	---	---	TOTO KISEN KAISHA	On 31st inst. at Noon.
SAN FRANCISCO via SHANGHAI &c.	STRATHMORE	Brit. str.	---	E. W. Haswell	BUTTERFIELD & SWIRE	To-day.
SAN FRANCISCO via SHANGHAI &c.	KASUGA MARU	Jap. str.	---	St. John George	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
AUSTRALIAN PORTS	ARLIE	Brit. str.	---	C. C. Talbot, R.N.R.	GIBB, LIVINGSTON & CO.	On 31st inst. at 4 p.m.
YOKOHAMA, NAGASAKI & KOBÉ	ROSETTA	Brit. str.	---	J. Thom	P. & O. S. N. Co.	On or about 26th inst.
NAGASAKI, KOBÉ & YOKOHAMA	PUTANI MARU	Jap. str.	---	Nelson	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
NAGASAKI & SHIMONOSEKI	TAIYUAN	Brit. str.	---	Sommerville	P. & O. S. N. Co.	On or about 25th inst.
SHANGHAI	KASUGA MARU	Jap. str.	---	I. Sato	BUTTERFIELD & SWIRE	To-morrow.
SWATOW, AMOY & TAIWANFOO	MAIDZURU MARU	Jap. str.	---	T. Ogata	MITSUBI BUSSAN KAISHA	On 30th inst. at Daylight.
SWATOW, AMOY & TAIWANFOO	HAITAN	Brit. str.	---	Roch	DOUGLAS LAFRAIK & CO.	On 27th inst. at Daylight.
SWATOW, AMOY & FOCHOW	FORMOSA	Brit. str.	---	Hodgins	DOUGLAS LAFRAIK & CO.	To-morrow, at 10 a.m.
MANILA, ILOILO & CEBU	ESMERALDA	Brit. str.	---	A. Ramsay	SHEWAN TOMES & CO.	To-morrow, at 4 p.m.
MANILA	KASUGA MARU	Jap. str.	---	E. W. Haswell	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
MANILA	LIGHTNING	Jap. str.	---	J. G. Spence	DAVID SASSOON, SONS & CO.	On 26th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	MIKE MARU	Jap. str.	---	S. Kawamura	NIPPON YUSEN KAISHA	To-morrow, at Noon.
HOMBAY, via SINGAPORE & COLOMBO	---	---	---	---	---	---

SHIPPING.

ARRIVALS.
 May 22, TAIWAN MARU, Japanese str., 1,482.
 H. Mikuni, Miji 16th May, Coals.
 Mitsui Bussan KAISHA.
 May 23, ROSETTA, British str., 2,039, C. C. Talbot, R.N.R., Yokohama 19th May, Mails and General.—P. & O. S. N. Co.
 May 23, TAIWAN, British str., 1,293, W. E. Shaw, Calcutta 22nd May, General.—JARDINE, MATHESON & CO.
 May 23, FORMOSA, British str., 674, J. Douglas, Tamsui and Amoy 21st May, General.—DOUGLAS LAFRAIK & CO.
 May 24, KUMHANG, British str., 2,078, G. Payne, Singapore 17th May, General.—JARDINE, MATHESON & CO.
 May 23, KAMAKURA MARU, Japanese steamer, 3,976, H. Petersen, Singapore 17th May, General.—NIPPON YUSEN KAISHA.
 May 23, FUSHUN, Chinese steamer, 1,304, W. H. Hunt, Canton 22nd May, General.—CHINESE.
 May 23, HAITAN, British str., 1,183, J. S. Roach, Foochow, Amoy and Swatow 22nd May, General.—DOUGLAS LAFRAIK & CO.
 May 23, HOHIO, French str., 507, Gerard, Fukui and Hiohio 22nd May, General.—A. R. MARTY.
 May 23, TRYM, Norwegian str., 710, Dahl, Newellwang 18th May, General.—E. A. TRADING CO.
 May 23, APREBRAD, German str., 611, A. Bendixen, Halphong 18th May and Hiohio 22nd, General.—JENSEN & CO.
 May 23, DRETA, CANAL steamer, 704, Christianesen, Chio 17th May, General.—SANDER, WILDER & CO.
 May 23, PUTANI MARU, Japanese str., 2,900, Hillecat, Manila 21st May, General.—NIPPON YUSEN KAISHA.
 May 23, KASUGA MARU, Japanese str., 1,024, Pense, Hiohio 18th May, General.—BUTTERFIELD & SWIRE.
 May 24, MIKE MARU, Japanese str., 2,080, S. Kawamura, Miji 18th May, General.—NIPPON YUSEN KAISHA.

CLEARANCES.

At the HARBOR MASTER'S OFFICE.
 23rd May.
 Maria Jensen, German str., for Amoy.
 Hutton, British str., for Java.
 China, German str., for Singapore.
 Honkai, French str., for Hiohio.
 Yuenwang, British str., for Manila.
 Japan, British str., for Amoy.
 Yoko Maru, Japanese str., for Chiofo.
 Kanikura Maru, Japanese str., for Yokohama.
 Decimo, German str., for Canton.

DEPARTURES.

May 23, AMBRIA, German str., for Yokohama.
 May 23, DORIS, British str., for San Francisco.
 May 23, LOONOSING, British str., for Manila.
 May 23, BALTIMORE, Amr. str., for Singapore.
 May 23, TAIWANG, British str., for Amoy.
 May 23, TRYM, Norwegian str., for Canton.
 May 23, KALGAN, British str., for Canton.
 May 23, QUARTA, German str., for Hongkong.

VESSELS IN DOCK.

ABERDEEN DOCK.—Taiwan, U.S.S. Monterey, U.S.S. Smith, Hutton.
 COMMERCE DOCK.—Independent, Derwange.

SHIPPING REPORTS.

The British steamer *Kumang*, from Singapore 17th May, had light variable winds and fine weather.
 The British steamer *Formosa*, from Tamsui, Amoy and Swatow 22nd May, had moderate northerly wind and sea, fine clear weather to Amoy. From Amoy to Breaker Point fresh S.W. wind and moderate sea and hazy weather with occasional rain. From Breaker Point to port moderate S.W. wind and sea and fine, pleasant weather. Steamer in Amoy—*Wadung*, *Taiwan*, *Yuenwang*, *Pechili* and *Seechen*.
 The British steamer *Haitan*, from Foochow, Amoy and Swatow 22nd May, had moderate S.W. to N.W. breeze and sea, cloudy with occasional rain showers to Amoy. From Amoy to Swatow light S.W. to N.W. breeze, smooth sea, cloudy with occasional light rain. From Swatow to port moderate S.W. wind and sea, fine and clear. Vessels to Amoy—*Wichang*, *Nerechany*, *Pechili* and *Charterhouse*. In Swatow—*Wohu*, *Chilli* and *Dagmar*.

VESSELS PASSED ANJER.

May 4, British ship, *Genista*, Hoaru, Jan. 22, from New York for Shanghai.
 May 4, German bark, *Helios*, Ostermann, Jan. 18, from Hamburg for Vladivostok.
 May 4, French bark, *Epidan*, Petit, Dec. 18, from Cardiff for Bangkok.
 May 5, Dutch ship, *Jupiter*, Iccander, Jan. 7, from Hamburg for Saigon.
 May 6, British str., *Junna*, Sanders, April 1, from London for Batavia.
 May 7, Amr. bark, *Gerard C. Tobey*, Shurtlof, Jan. 14, from New York for Yokohama.
 May 9, Dutch str., *Goed. Le Clercq*, May 9, from Batavia for Rotterdam.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"FORMOSA."

Captain Hodgins, will be despatched for the above Port TO-DAY, the 24th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO.,

General Managers.

Hongkong, 22nd May, 1900. [1553]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain Riffe, will be despatched as above TO-DAY, the 24th inst., at 3 P.M.

This steamer has superior accommodation for First Class Passengers and carries a doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 23rd May, 1900. [1554]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT, via SUEZ

(Taking Cargo at London rates.)

THE Company's Steamship

"IDOMENEUS."

Captain Riley, will be despatched as above TO-DAY, the 24th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 26th April, 1900. [1105]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.

THE Company's Steamship

"ESMERALDA."

Captain A. Ramsay, will be despatched as above TO-MORROW, 25th May, at 4 P.M.

This steamer has superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 21st May, 1900. [1545]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"KASUGA MARU"

(3,800 tons gross, Captain E. W. Haswell will be despatched for the above port TO-MORROW, the 25th inst., at 4 P.M.

This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA,

Manager.

Hongkong, 17th May, 1900. [1509]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports on SATURDAY, the 26th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO.,

Agents.

Hongkong, 22nd May, 1900. [1523]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 27th inst., at Daylight.

For Freight or Passage, apply to

THE MITSUBI BUSSAN KAISHA,

Agents.

Hongkong, 21st May, 1900. [15]

IMPERIAL GERMAN MAIL LINE.

NORDDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA, ANTWERP,

BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY

SACHSEN ... THURSDAY

OLDENBURG ... THURSDAY

BAYERN ... THURSDAY

STUTTGART ... THURSDAY

KONIG ALBERT ... THURSDAY

WEIMAR ... THURSDAY

PRINZ HEINRICH ... THURSDAY

PREUSSEN ... THURSDAY

HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY

SACHSEN ... WEDNESDAY

OLDENBURG ... WEDNESDAY

BAYERN ... WEDNESDAY

STUTTGART ... WEDNESDAY

ON WEDNESDAY, the 30th day of May, 1900, at NOON, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINE, Captain Lunesschloss with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 28th inst. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 29th inst., and Parcels will be received at Agency's Office until Noon on TUESDAY, the 29th inst.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDDEUTSCHER LLOYD.

For Further Particulars, apply to:

MELCHERS & CO.,

AGENTS.

Hongkong, 17th May, 1900. [8]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA, OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION CO.

Steamer. Tons. Captain. Proposed Sailing.

Goodwin 4,421 A. Jackson June 2 ARGOYL 2,907 W. S. Thomson June 30

Glenogle 3,750 W. Frakes July 30A. STEAMER 2,374 J. Kennedy Aug. 4

Queen Adelaide 2,852 F. McNair July 28B. STEAMER 3,601 W. Watt Aug. 25

Duke of Argyll 3,821 J. S. Cox July 28B. STEAMER 3,601 W. Watt Aug. 25

THE Attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table. Doctor and STEWARDNESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent; two trans-continental Transatlantic from Tacoma; Dining Car is attached to trans-continental trains day and night; SMOKE to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 428.

The best route to the KODIAC, GOLD FIELDS, Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYER, and St. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, 485 10k 0d.

This route covers the ocean voyage to TACOMA or PORTLAND and back. Railway from TACOMA or PORTLAND to CANNABAR and return. Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, and Stage Coach transportation, Chamber to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basin, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotel.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park.

The round trip can be made within one application.

Rates of Passage to other Points on application.

A Special rates allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED,

General Agents.

Hongkong, 24th May, 1900. [10]

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA, AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000-Tons—10,000 Horse-Power—Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R. WEDNESDAY, 6th June, 1900

EMPEROR OF INDIA, Comdr. O.P. Marshall, R.N.R. WEDNESDAY, 27th June, 1900

EMPEROR OF JAPAN, Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th July, 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder Street.

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,171 號十第百壹千叁萬壹一第 日陸十式月四年六十二緒光 HONGKONG, THURSDAY, MAY 24th, 1900. 肆拜禮 號肆十式月五年百九千壹英港香 PRICE \$2½ PER MONTH.

New Advertisements will be found on page 4.

INSURANCE.

STANDARD LIFE ASSURANCE CO.
POLICIES UNCHALLENGEABLE.
Policies are unchallengeable after two years duration, on any ground connected with this original documents, if age has been proved.
Forms of Proposal and all particulars may be obtained from
DODWELL & CO. LIMITED,
Agents.
Hongkong, 9th November, 1899. [2-1394]

CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815.
Who have consigned their Branch to Hongkong for over half a century.

Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'

FAMOUS
KILMARNOCK WHISKY.

This World-renowned,
Fine Old Highland Whisky is shipped by
CUTLER, PALMER & CO., and
is obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.

Hongkong, 26th July, 1893. [43]

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & CO.'S SELECTION.

Sole Agents for it—
LANE, CRAWFORD & CO.
Hongkong.

41] **CUTLER, PALMER & CO.'S**

Price \$10.75 PER DOZEN

Net

"SPECIAL BLEND" WHISKY

Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO. Hongkong. [42]

GREEN ISLAND CEMENT COMPANY,

PORTLAND CEMENT.

\$4.50 per Cask of 375 lbs. net ex Factory.
\$2.50 per Bag of 250 lbs.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 9th February, 1890. [a3063]

VICTORIA

CYCLE

EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Repairs executed with promptitude and skill.
Examining a specialty.

MCKIRDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1899. [a248]

HONGKONG HIGH-LEVEL TRAM

WAYS COMPANY, LIMITED.

TIME TABLE.

7.30 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.30 a.m. Every ten minutes.

9.30 a.m. to 10.45 a.m. Every quarter of an hour

11.30 a.m. to 3.30 p.m. Every quarter of an hour

3.30 p.m. to 4.30 p.m. Every quarter of an hour

4.30 p.m. to 8.00 p.m. Every ten minutes

Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.

8.15 a.m. to 10.15 a.m. Every half hour

10.30 a.m. to 11.00 a.m. Every ten minutes.

Noon to 2 p.m. Every quarter of an hour

2.45 p.m. to 8 p.m. Every quarter of an hour

Night cars at 8.45 p.m. and 9 p.m., and from
9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-
pany's Office, 35 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st May 1899. [a1038]

HOTELS.

VICTORIA HOTEL.

SHAMEN-CANTON.

THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
specially built 3 Storey wing added to it, now
affords splendid Accommodation for 40 to 50
Visitors.

The Bed Rooms are airy and comfortably
furnished and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Tourists.

Excellent Cuisine and best Wines.

The Hotel's Boat-boards all Steamers on
their arrival and departure.

Telegraphic address "VICTORIA, Canton."

A. B. C. and A. Codes used.

MADAR & FARMER, T. F. DA CRUZ,
Proprietors.

Hongkong, 19th November, 1899. [4]

PEERLESS SCOTS WHISKIES.

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Fog" WHISKIES at
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at
Stop drinking rank, Smoky Stuff, because "it comes through the Soda."

Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavoured.
Once tried, preferred to all others. Sole Agents for Hongkong.

F. BLACKHEAD & Co.

[a255]

CLARETS.

VIN ORDINAIRE

MEDOC

St. EMILION

MARGAUX

St. JULIEN

St. ESTEPHE

Ch. LEOVILLE

Ch. LAROSE

CALIFORNIA

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Further Correspondence. 275

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pour a Cupful in a bucket of
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Arrivals, Departures and other Shipping In-
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The Daily Press.

HONGKONG, May 24th, 1900.

A SERIES of interesting articles has been
appearing in the *North China Daily News* on
"Szechuan Revisited" by Mr. ARCHIBALD
LITTLE. The province has been gradually
changing from the state in which previous
travellers found it and in the near future the
changes promise to be still more remarkable.
"Szechuan," says the writer, "no longer seems
the remote country it was when I first
visited it seventeen years ago and, although
"the British sphere" is a pure chimera,
"yet the number of British interests in the
"province are rapidly increasing from day to
"day. The communication with Shanghai
"by steam, now shortly to become an accom-
"plished fact, is anxiously looked forward to
"by foreigners and Chinese alike, and a
"great further development of the various
"resources of this exceptional province must
"surely follow." The capital, Chengtu, is
"beginning to acquire the life of a treaty
"port, dinner and tea-parties being the order
"of the day. Mr. LITTLE observes; while
"foreigners, both men and women, move about
"the streets not only unmolested, but even
"unnoticed. In Chengtu the traveller found,
"besides numerous missionaries, Mr. PAR-
"CHARD MORGAN's party, who were there
"in connection with the mining concessions in
"the province. Mr. BIGHAM, of H. M. Lega-
"tion at Peking, and engineers and surveyors
"of the Yunnan Company. The Chinese
"officials were on very good terms with the
"missions, and altogether the foreigners were
"exceptionally well situated. The town itself,
"though most of the buildings are poor and
"low, is described as spacious and fresh for a
"Chinese town. Mr. LITTLE did not arrive at
"Chengtu entirely unmolested, however, for

at Chaochiang—built between two streams
which lower down unite into the T's River,
a tributary of the Yangtze—he only escaped
a riot by his men telling the inhabitants that
he had come to build them a railway! The
idea of the railway, indeed, seems to be pop-
ular in Szechuan. This is not to be won-
dered at when the state of the roads is taken
into consideration. The great undertaking
of 1900, the Ichang-Chungking road, which
should have made the journey between the
two towns a matter of twelve days (instead
of, as now, by junk, in winter of twenty-
five and in summer of sixty days) remains
to this day an attempt, mainly owing to the
inaction of the Hupeh Viceroy. The Sze-
chuan section, though devised by all Chinese
roads, was a creditable piece of work and cost
the provincial treasury a million taels. But
it has been allowed to decay and the agricul-
turalists have encroached on it everywhere.
"Thus," comments Mr. LITTLE, "the great
"Szechuan highway, opened with such a
"flourish of trumpets and innumerable
"deeply-engraved rock inscriptions in the
"highest literary style, is to-day dead,
"after a short ten years' life and is
"now literally buried. Such is China!"

Mr. LITTLE had a full experience of the
badness of the roads, for he had the misfor-
tune to meet with a week of wet cold
weather in the second stage of his journey,
from Wanhsien, on the Yangtze, to Chengtu,
and he describes the path as frequently a
mere mound, of red clay mud with loose
paving-stones embedded here and there.

This lack of roads makes portage very
expensive, of course, and hence, though
fairly good bituminous coal can be mined a
day's journey from Wanhsien and can be
sold at Fenshui at one cash per catty, the
market price at Wanhsien is five cash per
catty! As to the mining of the coal ob-
tained in the mountain ranges further along
the road traversed by Mr. LITTLE from
Wanhsien to Chengtu, the whole description
is worth quotation, but for considerations
of space we refrain. However, it may be
noted that there appears to be no actual
property in the mines and any one is free to
start working them. The manner of working
is primitive and the miners are often little
better than slaves. The coal fetches at the
pit's mouth 60 cash a catty, less than three
shillings a ton. As the supply seems plenti-
ful, the opening of the district should make
a wonderful difference to the province.

With regard to other industries, Mr. LITTLE
notes the great recent increase in opium-
growing in the 600 miles between Ichang
and Chengtu. The farmer, as he says,
having through want of roads no market
beyond his immediate neighbourhood, natu-
rally favours a product so easy to transport
and so readily salable as opium. The effect
of cheap opium on the inhabitants themselves
is deplorable, but disreputable as they look
they do not appear to be really poor. Two
days' journey from Shunking is a salt distric-
t, where the salt is so plentiful that
when prepared it costs about 4d. per lb.—
20 cash a catty. Of the other means of com-
munication than roads now existing between
Szechuan and the outside world, the river
Yangtze, Mr. LITTLE says: "In one res-
pect the stretch of river 500 miles above
"Chungking... affords a marked
"contrast to the 500 miles below Chung-
"king. In this stretch, although still a
"rapid stream, the river follows the valleys
"in a natural way and runs parallel with
"the stratification; hence... are no cross
"reefs athwart the current, though races
"attended by whirlpools, dangerous to ill-
"found craft, occur, it is not a vicious river
"as is the stretch below." And yet, as we
saw the other day, the *Woodcock* and *Wood-
lark* successfully surmounted the difficulties
of the passage up to Chungking. There
seems therefore every reason to hope that
the maiden voyage of the *Pioneer* to Ichang,
which was to begin yesterday, may be the
first start of a regular means of communica-
tion between the coast and a province where
most undoubtedly great natural resources
are only awaiting development.

Among the departures for home by the *Japan*
to-day are the paid off crews of H.M.S. *Whiting*
and *Fame*.

At the Magistracy yesterday several persons
were charged with keeping brothels in certain
prohibited streets at West Point. Mr. Francis,
Q.C., appeared for the defendants and raised
various objections, which were, however, over-
ruled. Ultimately Mr. Gomperts made an order
giving the defendants until August 1st in
which to vacate their premises.

His Honour T. Sercombe Smith sat until
nine o'clock at the Supreme Court on Monday
night for the purpose of finishing the hearing
of the armed robbery case at Causeway Bay, six
men and one woman being charged with (1) rob-
bery being armed; (2) receiving stolen goods.
The jury found the fifth and sixth prisoners
guilty on both the counts, and they were sen-
tenced to seven years' imprisonment with hard
labour, and to receive 20 strokes with the birch
rod during the first week of their imprisonment.
The first, second, third and fourth prisoners
were found guilty on the second count only and
sentenced to two years' hard labour. The woman
was discharged.

The French Mail of the 25th April was
delivered in London on the 22nd inst.

Mr. J. Patrick, assistant Inspector of Schools,
Perak, died in Penang Hospital, recently.

In the 24 hours preceding noon of the 23rd
instant there were reported seven fresh cases of
plague and eleven deaths.

A Seoul telegram states that Mr. Gubbins,
the newly appointed British Minister to Corea,
arrived at the Korean capital on Sunday, the
13th instant.

The Secretary of State has made his consent
to the formation of a Singapore Rifle Corps
conditional to its not interfering with the re-
cruiting for the Singapore Volunteer Artillery.

It is notified in the *Gazette* that the Commis-
sioner of Customs at Shanghai telegraphed
yesterday to Acting Commissioner E. V.
Brennan that the ports of Macao, Kobe and
Osaka are declared infected.

It is reported that the greater part of the
Russian Asiatic Squadron is now lying at Port
Arthur. These vessels are expected to proceed
northward before the end of next month, to
spend the summer at Vladivostok.

A despatch from the Secretary of State was
laid before the Singapore Legislative Council
on the 15th inst., expressing the opinion that
the Governor of the Straits Settlements should
be paid a salary equivalent to £5,000 sterling
in future.

The *Kobe Herald* says: It is reported that
the Hongkong and Shanghai Bank is now con-
sidering the establishment of a branch at Seoul,
and was investigating last month the com-
mercial relations of the Korean capital with
Chungking through two delegates sent for the
express purpose.

The minor Government servants in Singapore
have their grievances about the cost of living,
and it is reported that they are about to appeal
to the Secretary of State, seeking alleviation
in the form of an increase in compensation.
A non-Government man writes to the *Straits*
Times, complaining that it is not only on Gov-
ernment servants that the hardship of increased
prices falls.

Captain Minu, Commander of the Japanese
battleship *Asahi*, telegraphed from Portsmouth
to the Japanese Government on the 15th that
the battleship was docked there on the 14th inst.
No special damage to her bottom was found and
she is expected to come out of dock in a fort-
night. The necessary preparations for the
voyage out will be commenced then and the ship
will leave England toward the middle of June.

The auriferous veins, rumoured for more than
two centuries to exist in Siberia, seem at last
to have been found. At least, the *Tagblatt* hears
from St. Petersburg that the Englishman who
was authorised to prospect for gold near the
eastern coast of Siberia, on the shores of the
Sea of Okhotsk, have discovered immensely
rich strata, described as a second Klondike.
A Colonel Osborne is said to have gone to St.
Petersburg to ask for a concession for exploit-
ing the goldfield. The Russian Government,
however, seems disinclined to grant any conces-
sion to foreigners.

It is stated by the Japanese paper *Chuo*
that Baron Kodama, Governor-General of For-
mosa, and Mr. Goto, Chief of the Civil Govern-
ment Department, have interested themselves
greatly in the problem of spreading Japanese
influence in Fuhkien. By giving substantial
aid to schools, fostering the establishment of a
newspaper, promoting the organisation of a
seafaring station, and encouraging navigation,
they have succeeded in winning much public
approval, so that the people of Fuhkien have
come to regard Japan as a most desirable neigh-
bour, and are showing a disposition to take her
for a model in everything. There are traces of
the enthusiastic penman in this paragraph, says
the *Japan Mail*, but we may assume that it
contains some grains of truth. And yet a writer
in *Harper's Weekly* in an article entitled "Japan's
Failure in Corea" hints that Fuhkien should
ultimately, in event of China's break up, fall to
the United States, as Japan has shown her in-
competence to govern such a province.

TO-DAY'S PARADE.

The proceeding at to-day's parade in honour
of the Queen's birthday will be as follows:—At
5 p.m., the Royal Welsh Fusiliers will troop
the colours. The Royal Navy and the Hong-
kong Regiment will be formed up on the
banks. At 5.30 p.m. there will be a march past
in column, then mass, then in line of Quarter
Columns. They will then form up in line of
Quarter Columns on former alignment and ad-
vance in Review Order. Then will follow
the Royal Salute, and the termination
is "Three Cheers for the Queen." As
will be seen from the notice which appears
elsewhere the Grand Stand, private stands and
compound in the Happy Valley will be thrown
open to the public desirous of witnessing the
parade this evening.

The *Matin* thus gives its opinion of one
Little Englander—"This Stead, who has
nothing but words to offer when his country is
being beaten; who writes prefaces to books by
the Secretary of the State with whom his coun-
try is at war, troubles me somewhat—makes me
think, and I believe that, were I English, I
would desert him."

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE WAR.

London, 22nd May, 9.35 p.m.

THE WAR—FURTHER DETAILS OF
MAFEKING.

Lt. Col. Mahon confirms the news of the
relief of Mafeking. Previously there was
five hours' fighting nine miles to the south
of the town.

A DISASTER NEAR VRYHEID.
General Buller reports that a party of
Major Bethune's Mounted Infantry have
been ambushed near Vryheid and that very
few escaped. The casualties amount to 66
in number.

BRITISH RIGHTS AT MASAMPO.
Mr. Brodrick, replying to a question by
Mr. Yerburgh in the House of Commons,
stated that at Masampo no exclusive right
had been granted to Russia by Corea. The
papers are disappointed at the ministerial
attitude.

REUTER'S SERVICE.

LONDON, 21st May.

THE RELIEF OF MAFEKING.—
CAPTURE OF THE BOER
FORCE AND GUNS.

The *Daily News* correspondent at Lourenço
Marques, 20th inst., wires that the British,
on the 17th inst., captured the entire Boer force
round Mafeking, including guns.

THE ADVANCE IN THE FREE STATE.
The British have occupied Klarksdorp un-
opposed.

LONDON, 21st May.

THE RELIEF OF MAFEKING.

Sir A. Milner wires to Mr. Chamberlain that
Mafeking was relieved on the 17th inst. by a
composite force of about 2,300 under Col. Man-
nan.

PROMOTION OF BADEN-POWELL.

The Queen has promoted Major Baden-Powell
to the rank of Major-General. General Hunter
is pushing up the railway with supplies for the
Mafeking garrison. The sick and wounded will
be removed to Kimberley.

GREAT BRITAIN, RUSSIA AND
COREA.

Mr. St. John Brodrick, replying to a ques-
tion in the House of Commons, said that the
rights of British subjects at Masampo would
not be limited by the Russo-Corean agreement.

THE COMMONWEALTH BILL.

Mr. Chamberlain said that an agreement had
been reached with the Australian delegates by
which the Imperial appeal would be fully main-
tained in every case where other than Australian
interests were concerned.

SANITARY BOARD.

A Meeting of the Sanitary Board will be held
on Friday, 25th May, at 4.15 p.m.

ORDERS OF THE DAY.

1.—Letter from Dr. Harston relative to
Lime-washing.
2.—Re-opening of the Branch Plague Hospital
at Kennedytown.
3.—Preliminary Report by the Medical Officer
of Health on Overcrowding.
4.—Further reply, of May 15th, 1900, relative
to the removal of the urinal at the Western end
of the Cricket Ground.
5.—Chapter IV. of the Report of the Indian
Plague Commission which deals with Anti-Plague
Inoculation.
6.—Letter relative to Babonic Plague in Manila.
7.—Report relative to the destruction of rats.
8.—Mr. Edward Osborne, pursuant to notice,
will move—
"That the Sanitary Board are (unanimously) of
opinion that an Assistant Medical Officer of
Health is urgently needed, as the duties and
responsibilities of the Department are more than
one Medical man can be reasonably expected to
undertake."

G. A. WOODCOCK,
Acting Secretary.

AGENDA.

1.—Four applications for exemption from
constructing backyards to existing houses.
2.—Application for exemption from "House
to house visitation."
3.—Further return of the progress of Babonic
Plague in Taiwan, Formosa.
4.—Further statement of the progress of
Babonic Plague in Bombay City.
5.—Result of the analysis of a sample Milk
taken from the Wo Ho Dairy.
6.—Fortnightly lime-washing return.
7.—Mortality Returns from Macao for the
weeks ended 6th and 13th May, 1900.
8.—Sixteen applications for licences to keep
swine.

INDIAN FAMINE RELIEF FUND.

The Honorary Treasurer (Mr. E. T. Wright)
begs to acknowledge with thanks receipt of the
following contributions to the above Fund.
Further contributions will be thankfully re-
ceived.

Already acknowledged	£34,831.03
Entertainments in City Hall	1,293.68
Officers and Men H.M.S. <i>Undaunted</i>	275.48
Hongkong-Singapore Battalion R.A.	154
Sergeants and Batt. R.W. Fusiliers	79
First Presbyterian Church, Canton	22
Second Presbyterian Church, Canton	22
Ladies' Seminary 240	22
Second Presbyterian Church, Canton	71
Other members 331	18
Third Presbyterian Church, Canton	18
Additional True Light Seminary	10
Additional Second Church, Canton	3
Young Kong Church and Mission	30
Arise, Canton	30
"A.B."	30
K. Edgji Vaid	3
D. H. Vassani	2
	£36,812.17

SUPREME COURT.

23rd May.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRING-
TON, K.T., C.M.G. (CHIEF JUSTICE), AND
HIS HONOUR T. SERCOMBE SMITH
(ACTING JUSTICE JUDGE).

THE SHELL-COLLECTING CASES—CHAU KWAI
CHU AND LAI KOK TSUN Y. WONG SHING.

This case the plaintiffs as lessors from Her
Majesty the Queen of a certain piece or parcel
of land covered by the sea on the eastern shore
of the island of Lantau, in the colony of Hong-
kong, claimed from the defendant the sum of
\$100 as damages for the wrongful acts of the
defendant in trespassing upon, the said premises
and taking therefrom certain shells and corals,
the property of the plaintiffs and the plaintiffs
also claimed the costs of suit.

The petition said—(1) The plaintiff are mem-
bers of a firm called the Lee Hing and carry on
business within this colony and its dependencies as
collectors of corals and shells for the purpose of
agriculture and the manufacture of manure. (2)
The defendant is the owner and master of a junk
registered at the Harbour Office at Victoria, in
this colony as No. 126 S.H. (3) By an agreement
dated the 20th day of December, 1899, the Crown
agreed to lease to the defendant a piece of
ground covered by the sea and registered in the
Land Office at Victoria as Lantau Marine Lot
No. 3, for a term of five years from the 31st of October, 1899, at an
annual rent of \$100. One of the conditions of
the said agreement was that the plaintiff should
use the said premises for the purpose only of
searching for and obtaining corals or shells from
the bed of the sea. (4) That on the 12th Janu-
ary, 1900, the defendant trespassed upon such
premises, taking therefrom certain coral and
shells, the property of the plaintiffs, converting
the same to his own use and wrongfully depriving
the plaintiffs of the possession thereof. The
plaintiffs further pray (1) that the defendant
may be ordered to pay them the sum of
\$100 damages for the said trespass and
conversion. (2) That the defendant may be
ordered to pay them their costs of suit. (3) That
the plaintiffs may have such other relief as
to this Honorable Court shall seem fit.

In his answer the defendant admitted para-
graphs 1, 2, and 3 of the petition, and the answer
continued—(4) This is a condition of the agreement
dated the 20th December, 1899, in paragraph 3
of the petition referred to, that the plaintiff use
the premises for the purpose only of searching for
and obtaining corals or shells from the bed of the
sea. (5) The said premises are situated within the
limits of the open sea, and the defendant as a
member of the general public has a prescriptive
right of taking therefrom in a lawful and
accustomed manner fish and all other natural
products of the sea. (6) From a time extending
back to living memory, Chinese fishermen
have without let or hindrance, and in exercise of
their lawful rights, taken by dredging the natural
products of the sea as well as from the said pre-
mises as from the adjacent and surrounding
waters and the land beneath such waters. (7)
The said premises are situated within the
district known to Her Majesty the Queen by
His Majesty the Emperor of China by and
subject to the conditions contained in the
Convention dated the 9th day of June, 1893.
(8) It is a term of the said Convention
that there shall be no appropriation of the
unlaboured products of the sea. (9) The de-
fendant is an inhabitant of Sai Kok Tsui,
situated within the said district, and has a right
to take the natural products of the sea including
shells and corals from the said premises. (10)
The defendant denies that on the 12th Janu-
ary, 1900, he entered on the said pre-
mises and took therefrom corals or shells
as is alleged in the petition or at all, but
says that if he did enter the said premises,
which he denies that he entered thereon while
engaged in fishing for shell fish by dredging
in a lawful and accustomed manner, and that
he took only shell fish obtained by such
dredging together with other shell fish which
he lawfully brought up by the dredges together
with the shell fish for which he was seeking. (11)
The defendant denies that he trespassed on the
said premises, or that the shells and coral on the
said premises are the property of the plaintiffs,
and says that by reason of the matters hereinafter
set forth he has the right to enter on the
said premises and to take therefrom coral and
shells, which are natural products of the sea, or
otherwise that he has the right to enter on
the said premises and to dredge for shell fish
thereon in an accustomed manner, and to take
and convert to his own use whatever natural
products of the sea he dredges and brings up.

Mr. Sharp (instructed by Messrs
Dason and Hastings) appeared for the plain-
tiffs, and Mr. M. W. Slade (instructed by
Messrs. Wilkinson and Grist) appeared for the
defendant.

The Chief Justice—Have you gentlemen
made any arrangements as to the course of the
case, so to speak?
Mr. Sharp said he had tried to arrange
mutual admissions of fact, but though he did
not suppose his friend had been wrong at all
in the course he had taken; at the same time
he asked them to admit facts they had no
knowledge of. For instance, he asked them
to admit that the defendant was an inhabitant
of a certain place. They know nothing
about the defendant. He might be an inhabitant
of a certain place or he might not.
He was quite prepared to make certain admis-
sions of fact, because he thought his friend
and himself felt that this was an argument of law
and very slightly an argument of fact. His
own impression was that it was not at all an
argument of fact. He believed his friend would
not entirely agree with him there, but they were
quite prepared to make all admissions which
their Lordships thought they should make, but
they could not admit what they did not know
anything about.

The Chief Justice—Perhaps the most con-
venient course would be to prove the facts and
have the general argument afterwards.

Mr. Slade said that with reference to pro-
ving that the man was an inhabitant of a cer-
tain place, as soon as his friend said he
did not know of course he did not require
any admission on the subject. He was per-
fectly prepared to assume it. The only question
which was between them was whether or
not they would admit that the defendant, or
rather Chinese fishermen generally, had fished
in these waters as far back as living memory
extended without any objection being taken to
them. That was the point about which they
differed.

Mr. Sharp said he was perfectly prepared to
admit that Chinese fishermen had been in the
habit of dredging for these shells and coral
as far back as living memory extended.
The Chief Justice said that if there was
no agreement between counsel they had
better go on. He understood that the facts
would be taken and then the Court would be ad-
dressed on the facts and the Law together.

Mr. Slade said the facts would take a very
short time. There was no dispute between them.
He could not understand how they could not
come to an agreement.

Mr. Sharp said that this was a matter of ancient
war between these itinerant poachers and the
lessors, and it would be impossible for him to
admit that "without let or hindrance" these
men had done this.

The Chief Justice—Very well; go on with
your case.

Mr. Sharp said he thought he need not open
this case at any length at all. The facts upon
which the plaintiffs relied were no doubt almost
within the knowledge of their Lordships. As
their Lordships were aware, a convention was
entered into between Her Majesty the Queen
and the Emperor of China in the year 1893
for an extension of the colony of Hongkong.
No doubt certain terms and expressions used in
that convention would have to be settled, and
the nature of the tenure which the Crown
had in respect of the property within the area
of the extension. Within the area added to
the colony of Hongkong by the convention
of 1893 were sundry coral and shell beds,
as they were called. The material seemed to
be rather dead shells than corals. He thought
he would be able to satisfy their Lordships
that many of these coral and shell beds
within the limits of what was called the New
Territory had before the acquisition of the
New Territory by Great Britain been granted
under lease or concession by the Chinese
authorities to Chinese subjects. He did not
suppose that all had, probably only the most
valuable. He thought he should be able to
satisfy their Lordships that an ancient custom
backed as far as living memory, had waged between
these itinerant dredgers, or poachers, and the
concessionaires of these shell beds. Such of
these shell beds which had not been leased from
the Chinese authorities were regarded as open
ground by these itinerant dredgers, and they
dredged thereon. On the 14th October last year
a lease of a shell bed known as marine lot No. 1,
off Lantau Island, was granted to some people,
one of whom was called Lai Kan. This lease
was similar to the one before their Lordships
that day. The granting of this lease in
October last was followed by an outcry and
a protest from the itinerant dredgers, one of
whom was defeated by his friend that day,
who claimed a prescriptive right to gather these
corals and shells and that the Government were
precluded from granting any lease. This pro-
test and petition were considered by the Govern-
ment. Enquiry was made, and the result of
that enquiry was to ascertain that the conces-
sionaire of this particular shell bed was able to
sell his lime more cheaply than other people.

Mr. Slade said his learned friend's address was
very interesting, but as far as he had gone he
did not know that he had said one word which
was strictly evidence in the case.
Mr. Sharp—I am going to call evidence.
Mr. Slade—I shall object.
The Chief Justice said it did not strictly
relate to the case but might help to a clearer
understanding.

Mr. Sharp, continuing, said that as the result
of the enquiry these petitions were dismissed,
and thereupon the plaintiffs applied to the Gov-
ernment for a lease for marine lot No. 2, which
lay alongside marine lot No. 1, and a lease was
granted upon similar terms and for a similar
period as the other lease on the 20th December.
The granting of this lease was followed by
the petting of the Chinese fishermen, who
police, in consequence of complaints made by
lessees of marine lot No. 1. The result was
that on the 12th January this year, the
defendant was arrested in his junk in the act
of dredging for this material within the area of
the lease.

Inspector Kemp deposed that on the 12th
January the crews of five junks were brought
to the Water Police Station at Tsim Tsui Tsui
charged with dredging for coral in a prescribed
area south of Lantau Island. The masters of
the junks were charged separately with larceny
of varying quantities of coral. They were all
bailed out and the case came up at the Police
Court the following day.

In reply to Mr. Slade, the witness said
the men were brought to the Water
Police Station by Sergeant Kerr. The coral was
cleared out of the junks and placed in the
Police Yard. When the case was dismissed at
the Police Court the owners of the junks got
the coral back, except a sample which was kept
back.

The Chief Justice—What became of the cases
in the Police Court?

Inspector Kemp—Dismissed, your Lordship.
Sergeant Kerr gave evidence as to the arrest
of the junk-owners caught dredging. He said
that he asked them if they knew they required
permission to gather shells and they said no.

Mr. Slade, in consequence of certain questions
being put to the witness, said he was prepared
to admit. That the stuff got up in the locality
in question was practically all dead shells.
They were not dredging for food but for
manure.

Mr. Sharp said that that would simplify his
evidence, because in the pleadings the point was
raised as to fishing for live fish.

Chau Kwai Chu, one of the plaintiffs and
since December 20th last year a member of the
Li Hing firm, gave evidence. He said he had
a box in his employ as patrol, also gave evidence.
Mr. Bruce Shepherd, deputy land officer, and
in charge of the Land Office, was asked by Mr.
Sharp whether any claims had been made in
respect of leases from the Chinese authorities
in regard to coral or shell beds like the lease in
dispute.

Mr. Slade said he objected to the question on
the ground that it was perfectly irrelevant, if
these claims did not refer to this particular
piece of land.

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via Kobe, YOKOHAMA and HONOLULU on THURSDAY, 24th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 18th May, 1900. [14]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship "COROMANDEL" will be despatched from this office on SATURDAY, the 26th May, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Bombay into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent, Hongkong, 14th May, 1900. [1]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "PATROCLUS" will be despatched as above on TUESDAY, the 29th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 20th April, 1900. [1219]

THE OSAKI SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWAN. THE Company's Steamship "ANPING MARU" will be despatched for the above ports on WEDNESDAY, the 30th inst., at Daylight.

For Freight or Passage, apply to THE MITSUBI BISSAN KAISHA, Agents. Hongkong, 16th May, 1900. [1443]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship "AIRLIE" will be despatched for the above ports on THURSDAY, the 31st inst., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, May 31, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 26, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 31st May, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by this Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of this Company, Queen's Building.

C. L. GORHAM, Acting Agent. Hongkong, 10th May, 1900. [5]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DUBLIN, EGYPT, MARSEILLES, MEDITER, RANEA AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 4th June, 1900, at 1 P.M. the Company's Steamship "SALAZIE" will be despatched for the above ports, with Mail, Passengers, Specie and Cargo, will have this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 3rd June. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, 24th May, 1900. [2]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "DRUMMOND" will be despatched for the above port on or about the 10th June.

For Freight, apply to DODWELL & CO., Ld., Agents. Hongkong, 9th May, 1900. [1406]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "AGAMEMNON" will be despatched as above on TUESDAY, the 12th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 4th May, 1900. [1359]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG.)

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, June 9, at Noon.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, July 5, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 9th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by this Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent. Hongkong, 10th May, 1900. [3]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. COPPIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 16, at Noon.

GASTRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 14, at Noon.

DOBIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at Noon.

THE Company's Steamship "COPPIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 16th June, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking in San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent. Hongkong, 2nd May, 1900. [4]

VESSELS ON THE BERTH

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND COPENHAGEN, VIA BANGKOK.

THE Company's Steamship "MALAYA" will be despatched as above about MONDAY, the 4th June, at Noon. For Freight or Passage, apply to MELCHERS & CO., Agents. Hongkong, 10th May, 1900. [1530]

BEN LINE OF STEAMERS.

FOR LONDON. The Steamship "BENLARI" will be despatched as above on or about SATURDAY, the 9th June.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 10th May, 1900. [1513]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "ANTENOR" will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 19th May, 1900. [1517]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

NOTICE TO CONSIGNEES.

HERBEE LINE OF STEAMERS. NOTICE TO CONSIGNEES. FROM NEW YORK AND SINGAPORE.

THE Steamship "ROYALIST" Captain Tierney, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 25th instant, at 11.30 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents. Hongkong, 23rd May, 1900. [1524]

STEAMSHIP "INDUS."

COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE.

CONSIGNEES of Cargo from London and the Continent, as *Porte de Valenciennes* in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Limited, Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before SATURDAY, the 19th instant, at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after SATURDAY, the 19th instant, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th instant, or they will not be recognized. All damaged packages will be examined on FRIDAY, the 25th inst., at 3 P.M.

No Fire Insurance has been effected. C. DE CHAMPEAUX, Agents. Hongkong, 19th May, 1900. [2]

FOR KANGBANG, PENANG, AND SINGAPORE.

THE H.A.L. Steamship "AMBERIA" Captain Burneister, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 25th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 25th inst. at 3 P.M.

No Fire Insurance has been effected. SIEMSEN & CO., Agents. Hongkong, 21st May, 1900. [1547]

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1893 WHITE SEAL. \$38.00 per case of 1 dozen quarts \$40.00 per case of 2 dozen pints. E. D. KRESSMANN & CO.'S BORDEAUX WINES. O. G. HIEBERT AND CO.'S BOTTLED ALE & STOUT. SIEMSEN & CO. Hongkong, 5th May, 1899. [40]

HONGKONG BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT, 2, Zetland Street, Auctioneer, Appraiser and Commission Agent.

HUGHES & HOUGH, Auctioneers to the Government and Share and General Brokers, corner 1st House Street and Praya Central.

GEO. P. LAMBERT, Auctioneer, Valuer and Goods Broker, Paddell Street.

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THE WESTERN HOTEL, Excellent Accommodation, \$2.00 per day. 90 and 92, Queen's Road West.

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DENTISTS. WONG HONG, Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG, Surgeon Dentist, 24, Bank Buildings, Opposite Hongkong Hotel.

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